

Auk (Minesweeper No. 38), in heavy seas en route to Bermuda, attempts to take on fuel from *Black Hawk* (Destroyer Tender No. 9), 10 November 1919. Note *Auk*'s hull number (38) repeated on her bow and on her stack, and the weathered remains of the ship's single letter code, from her service in the North Sea mine clearance operation, visible beneath her bow number. (NH 45252)

28 September 1918; sponsored by Miss Nan McArthur Beattie, daughter of a Todd Shipyard foreman; and commissioned at the New York Navy Yard on 31 January 1919, Lt. Gregory Cullen in command.

Upon completion of her initial fitting out and dock trials, *Auk* proceeded to Tompkinsville, Staten Island, on the afternoon of 24 February. There, her commanding officer reported to the Commander, Minesweeping Division, 3d Naval District. On 2 March, *Auk* sailed for Newport, R.I., in company with *Curlew* (Minesweeper No. 8) and arrived there the next morning. At that port, Lt. Cullen attended a conference on board the Mine Force flagship, *Baltimore*, on the 5th. Returning to the Mine Sweeping Base at New York on the morning of the 6th, *Auk* left New York waters the following afternoon, bound for Boston.

The minesweeper, rolling and pitching heavily as the winds and seas rose, was proceeding on her coastwise voyage when, in the predawn darkness of the 0000-0400 watch on 8 March, men in the crew's compartment detected water entering their space at an alarming rate. While some of the crew bailed doggedly, others rigged a "handy billy" and, later, a wrecking pump, in an effort to cope with the flooding. Lt. Cullen, seeing that *Auk* was taking water faster than it was humanly possible to pump it out or bail it, prudently decided to seek refuge for his ship.

Auk accordingly altered course at 0905 and plunged through the rough seas and a veritable curtain of fog, while her foghorn blared its warning. She anchored that afternoon, but waves breaking over the after deck foiled attempts to rig the heavy-duty wrecking pumps into the after hold (into which the water was coming, through the rudder stock) since it was impossible to remove the hatch without allowing more water to get below in the process. Then just as the fog began to lift to the northward and the ship prepared to weigh anchor and get underway, the anchor engine jammed. Quick repairs enabled *Auk*'s men to begin the process of hoisting up the hook, but the slow rate at which it was coming up caused some second thoughts about the whole business—water was gaining in the crew's quarters.

Finally, forced to slip 75 fathoms of chain and her starboard anchor, the minesweeper got underway and eventually reached a safe haven in the lee of Montauk point.

By the next day, the weather had moderated sufficiently to allow *Auk*'s crew to pump out the flooded after compartments. While she was attempting to retrieve her lost anchor, the minesweeper received orders to discontinue the search and to proceed to her original destination. Underway as ordered, she reached the Boston Navy Yard at 1115 on the 11th and moored alongside sister ship *Oriole* (Minesweeper No. 7).

Auk remained there for over a month, undergoing repairs and fitting out for her pending duty sweeping the North Sea Mine Barrage. During this time, paravanes ("Burney Gear") were installed in the ship; and she underwent necessary upkeep. She departed the yard late on the afternoon of 14 April, standing out of President Roads to anchor for the night off Provincetown.

On the morning of 15 April, after calibrating her compasses, *Auk* got underway for the Orkney Islands, joining three of her sister ships: *Heron* (Minesweeper No. 10), *Sanderling* (Minesweeper No. 37), and *Oriole*. During their two-week passage, the ships occasionally gained an extra knot or two by hoisting trysails to catch prevailing zephyrs. All went well until two days from their destination, when steering gear casualties briefly disabled first *Heron*, and then *Auk*, each time necessitating *Oriole*'s towing them during their respective times of trouble. Ultimately, the four minesweepers reached Kirkwall, Orkney Islands, on 29 April 1919, shortly after the Minesweeping Detachment flagship, the destroyer tender *Black Hawk* (Destroyer Tender No. 9), arrived to establish the headquarters there for the ensuing operations.

Among the last of the minesweepers to reach Orkney Islands, *Auk* missed the first, experimental, mine clearance (29 April to 2 May) that proved but a preliminary to the monumental task that lay ahead. However, tragically, before she actually started operations in the minefields, *Auk* suffered the first fatality of the operation when, at 0955 on 3 May, Boatswain's

Mate 1st Class William McHaskell, while engaged in unreeling sweep wire from the drum of the anchor engine, was caught between the wrist pin bearing of the engine and the sweeping drum itself and sustained crushing pelvic injuries. Although taken to *Black Hawk* within minutes, McHaskell died soon thereafter. That evening, a board of inquiry which met to ascertain the particulars of the death of the boatswain's mate recommended that safety guards be installed on that equipment in all sweepers to prevent similar accidents.

Over the next five months, *Auk* and her sister ships—together with a group of 110-foot subchasers (SC's), supported by a truly Allied flotilla of British and American logistics and repair ships and loaned British Admiralty trawlers—carried out the dangerous task of sweeping some 55,000 mines sown in 1918 between the coasts of Scotland and Norway to bottle up the German U-boats in their North Sea lairs. *Auk* spent over 95 days on the minefields in the often "dirty" weather associated with the North Sea and, like her sister ships, encountered many frustrations that dogged the sweepers and their supporting craft as they carried out their unprecedented mission of clearing the sea lanes to permit a resumption of civilian commerce in the wake of World War I.

Underway from Kirkwall at 0600 on 10 May, *Auk* took SC-46 in tow soon thereafter and proceeded to the minefields in company with her division mates, *Oriole*, *Heron*, and *Sanderling*, each in turn towing a chaser. Misfortune, however, seemed determined to stalk *Auk*. While she was passing sweep wire to *Oriole*, the line snagged in *Auk's* propeller. Slipping the troublesome wire failed to solve the problem, so *Oriole* took her sister ship in tow; but soon turned over the towing task to *Robin* (Minesweeper No. 3), which took her disabled sister ship to Lerwick, in the Shetland Islands. There, British divers from the tender *Edna* removed the sweep on 13 May.

Auk returned to the minefields soon thereafter and teamed with *Oriole* to conduct a sweep on the afternoon of the 14th. During her first pass, she cut loose three mines, one fouling the "kite" astern and the other two fouling the line itself. Over the next few days, *Auk* carried out the repetitious task of sweeping, again in company with *Oriole*. A mine exploding nearby *Auk* on the afternoon of the 15th shook the ship considerably but apparently did no damage.

The minesweeper varied her daily routine in the minefields—which lasted into late May—by escorting SC-356 to Lerwick and back on 17 and 18 May. During the latter half of the month, *Auk* teamed with, on different occasions, *Oriole*, *Swan* (Minesweeper No. 34), or *Kingfisher* (Minesweeper No. 25). Returning to Kirkwall on 29 May, *Auk* refueled there from the British tanker *Aspenleaf*.

During June, *Auk* participated in the third clearance operation on the barrage, getting underway from Kirkwall for the minefields on 5 June and returning to port on the 27th. She broke up the routine with brief visits to Kirkwall and Otterswick (9 and 12 June, respectively), but spent most of the month on the barrage. This time around, her sweeping partners included the familiar *Oriole*, *Robin*, and *Swallow* (Minesweeper No. 4). Highlighting this operation was the shaking-up suffered by the ship when a mine exploded on 21 June. At 1827, an explosion 50 yards astern sent out shock waves that tripped the generators (plunging the engine and fire rooms into darkness) and knocked down part of the brick walls in her two boilers. Fortunately, the damage was not serious enough to incapacitate the ship; and she resumed sweeping operations the next day.

During the next two minesweeping operations that followed, *Auk* served as the flagship for the detachment commander, Capt. Roscoe C. Bulmer, a highly regarded man, revered by the men he commanded. Capt. Bulmer embarked for the first time at Kirkwall on 7 July 1919 when he broke his broad pennant in *Auk* shortly before she proceeded to sea. That day, she teamed with her old consort *Oriole* in sweeping a portion of the field that had been lain on 13 October of the previous year and, on the following day, swept in company with *Eider* (Minesweeper No. 17).

The 9th of July, however, proved a momentous day. As a chronicler of the North Sea Mine Barrage clearance wrote: "... misfortune did not rain; it poured." Exploding mines damaged three minesweepers, the tug *Patuxent*, and a subchaser. Again sweeping in company with *Eider*, *Auk* shuddered under the impact of an explosion at 0925 that, in turn, countermined another mine 25 yards off her starboard bow; in a chain reaction, a third explosion (probably caused by the second) rolled the sea 30 yards

astern, carrying away the sweep and resulting in the loss of a "kite" and 70 fathoms of precious wire as well. But all these mishaps proved but a preliminary to what transpired soon thereafter.

At 1000, an upper level mine exploded beneath *Pelican* (Minesweeper No. 27), which in turn triggered five simultaneous countermines around her. The little ship disappeared in a veritable cloud of spray that, when it subsided, revealed *Pelican*—heavily hit, battered, and holed—assuming a list before beginning to settle. As the seemingly mortally wounded minesweeper wallowed in the swells, *Auk*, with Capt. Bulmer directing the rescue operations, immediately altered course to close her stricken sister ship.

Passing a line at 1008, within 10 minutes of the explosions, she drew alongside *Pelican*. After seeing one hose line part, *Auk* passed another to aid her stricken sister ship in pumping out the rapidly rising water belowdecks. However, the rough seas repeatedly slammed the ships together, damaging lines and hoses, and forcing their replacement. At 1054, *Teal* (Minesweeper No. 23) passed a towline and began moving ahead with the crippled *Pelican*, in turn tethered to *Auk*, astern.

Eider fell in with the group as it labored ahead, securing to *Pelican's* starboard side, *Eider* and *Auk* acting much in the fashion of waterwings, keeping their sister ship afloat between them. Difficulties soon arose, however, as the ships struggled toward the Orkneys. A head sea sprang up, tossing the mincraft about and straining moorings and hose lines. Pump lines carried away and, soon thereafter—shorn of the means for keeping her afloat—*Pelican* began to settle further by the bow. The pressure of the water in the flooded forward compartments in the damaged ship now buckled and distorted the forward fireroom bulkhead—the only barrier between *Pelican* and the sea that seemed determined to claim her.

At 2300, Capt. Bulmer ordered most of *Pelican's* crew transferred to *Eider*. A dozen volunteers chosen from the crew (all had stepped forward when asked to hazard staying on board)—all that was absolutely necessary "to care for the ship"—remained on board *Pelican*. Gradually, however, the pumps of *Auk* and *Eider*, working full capacity after the lines had been repaired and again placed in operation, succeeded in lowering *Pelican's* waterline. The battle to keep *Pelican* afloat continued on into the night and into the predawn darkness, men standing by with axes to chop through the mooring lines should *Pelican* give any indication of imminent sinking.

Finally, on the morning of 10 July, the valiant little flotilla limped into Tresness Bay where *Auk's* pumps continued to help lower her sister ship's waterline even further.

Underway to return to Kirkwall at 1726, *Auk* reached her destination a little over four hours later, disembarking the indomitable Capt. Bulmer (whose seamanship many credited with having saved *Pelican*) soon thereafter. The next day, *Auk* transported Rear Admiral Elliott Strauss, Commander, Mine Force, from Kirkwall to Inverness, Scotland, before she returned thence to Kirkwall, ready to resume operations on the minefields.

Shortly after midnight on 22 July, Capt. Bulmer transferred his command pennant from *Black Hawk* to *Auk* and wore it in the ship as she teamed with *Oriole* during the detachment's fifth mine clearance operation. Capt. Bulmer disembarked for the last time at 0017 on 1 August and, tragically, just three days later suffered severe injuries in an automobile accident. He died on 5 August, and his loss was felt tremendously throughout the detachment, since his intrepid personality had stamped itself on the force and inspired it during his time in command.

Auk subsequently took part in two additional minesweeping operations that lasted through late September, drawing her participation in this epic venture to a close when she anchored at Kirkwall on 26 September 1919. During the first of these missions (mid-to-late August), *Auk* ranged as far as the coast of Norway, touching at the ports of Stavanger and Hangeand, and Bommel Fjord. During this operation, *Auk* suffered her second fatality. At 0715 on 31 August, a kite wire, jumping out of a chock, knocked Boatswain's Mate 1st Class Lee A. Singleton over the side. *Auk* immediately commenced maneuvering to pick up her lost sailor, simultaneously cutting the sweep wire, throwing over a life buoy, and hoisting the man overboard signal. Sadly, a one-hour search of the vicinity failed to turn up the missing man.

Drydocked at Invergordon on 2 and 3 September to repair damage suffered when mines exploded close aboard on 30 August,

Auk performed local tug and towing duties at Kirkwall in mid-September before resuming operations in the minefields later that month.

Ultimately, her work completed in the often inhospitable climes of the North Sea, *Auk* and her sister ships—as well as the support craft that had serviced them in one of the Navy's most formidable peacetime tasks—headed for home. Underway from Kirkwall on 1 October, *Auk* reached Plymouth, England, on the 5th, and underwent voyage repairs there until the 16th, when she left the British Isles and headed for the coast of France, reaching Brest on the morning of the 17th. After steaming thence to Lisbon, Portugal, for a brief period of upkeep alongside *Black Hawk*, *Auk* began the homeward voyage on the afternoon of 24 October.

The passage had been highlighted by her refueling at sea from *Black Hawk* while approaching Bermuda on 11 November, an event necessitated by the discovery two days before that the after peak tank had leaked salt water, thus contaminating the oil. Reducing speed to conserve fuel, *Auk* was taken in tow by *Swallow* later that day, the former hoisting sail to help in keeping on course. On the morning of the 10th, *Auk* went alongside *Black Hawk* in an attempt at underway replenishment, only to have the fuel hose carry away and foul the minesweeper's propeller. *Black Hawk* then towed *Auk* throughout the night. In another attempt at refueling between 0925 and 1115 the next morning, *Auk* took on board 20 tons of oil and reached Grassy Bay, Bermuda, six hours later.

Auk reached Tompkinsville, Staten Island, on 19 November. Anchoring in the North River on 21 November, near her old sweeping partner, *Oriole*, *Auk* lay in that waterway when Secretary of the Navy Josephus Daniels reviewed the assembled mine force—sweepers, chasers, and tenders—on the 24th, from the deck of *Meredith* (Destroyer No. 165). As Daniels subsequently reported: "Upon their return to the United States . . . they [the ships of the Minesweeping Detachment] were given a welcome as genuine as when our dreadnaughts returned from service abroad." Later, at a luncheon tendered to the officers and men of the Detachment, Daniels "voiced the country's appreciation of the magnificent and successful completion of that most hazardous and strenuous operation."

After the tumult of their welcome had died down, the Minesweeping Detachment was demobilized, and its ships scattered throughout the fleet. *Auk* departed Tompkinsville on the morning of 27 November and, in company with *Quail* (Minesweeper No. 15), proceeded up the eastern seaboard, reaching Portsmouth, N.H., on the afternoon of the 28th. During a year in which she remained inactive at Portsmouth, *Auk* was given the alphanumeric hull designation AM-38 on 17 July 1920. She was placed "in ordinary" with no crew on board, on 28 December 1920. Although still inactive, *Auk* was assigned to Division 1, Minesweeping Squadron, on 8 January 1921.

While *Auk* lay in reserve, the Coast and Geodetic Survey found itself in urgent need of ships to replace those which—for reasons of age or unsuitability for the work to be performed—had been disposed of. Under the terms of the Executive Order of 12 October 1921, *Auk* and *Osprey* (AM-29)—renamed *Discoverer* and *Pioneer*, respectively—were taken to the Boston Navy Yard and transferred to the Coast and Geodetic Survey on 7 April 1922. The following day, Lt. Comdr. H. A. Seran, USCGS, took charge of the two former minesweepers.

Discoverer—Lt. Comdr. Seran in command—stood out on 28 April 1922 and transited the Cape Cod Canal that day. She reached the William Cramp and Sons' shipyard, at Philadelphia, the following morning and soon commenced a major overhaul and conversion. While ships like *Auk* were, in general, well-adapted to the kind of work they would be performing in the Coast Survey, being "robust" steel-hulled ships that had proved their ability to keep the sea, their accommodations were too small to take care of the large surveying parties that were to be embarked on board for the hydrographic and topographic work to be undertaken. *Discoverer's* metamorphosis was completed by early August; and, on the 9th, the ship got underway for the Virginia capes. Reaching Norfolk the following day, she tarried there until heading out to sea on the evening of 1 September. Giving the Atlantic Fleet—then on maneuvers in the Southern Drill Grounds—a wide berth, *Discoverer* steered south to Kingston, Jamaica, and steamed thence across the Gulf of Mexico, conducting sampling and surveying work along the way.

Transiting the Panama Canal on 8 October, *Discoverer* then proceeded up the coast and reached San Diego, Calif., shortly

after midnight on 27 October 1922. Working out of San Diego, San Francisco, and Oakland, *Discoverer* frequented the waters of southern California for the rest of the year 1922 and the early portion of 1923 engaged in coastal survey work.

Discoverer—which would operate in Alaskan waters through the summer of 1925, interspersing periods of "field work" with upkeep at Seattle or San Francisco—began her service in those northern climes in a most notable fashion. While underway for the port of Uyak, Alaska, on 6 June 1923, she picked up an SOS from the minesweeper *Cardinal* (AM-6), stranded on the rocks off the southern end of Chirikof Island the previous night, and raced the Navy oiler *Cuyama* (AO-3) to the scene.

Discoverer arrived first at 2150 on 6 June. Training her searchlight on the stranded minesweeper, *Discoverer* attempted to launch a whaleboat, but the moderately rough seas to windward of the ship forced her to abandon the attempt. She upped-anchor and crept ahead at 2225, maneuvering to make a lee for the whaleboat, until she struck a rock seven minutes later. Lt. Comdr. Seran immediately ordered full speed astern, and his ship backed to a position half a mile from where she had touched, letting go anchor in 13 fathoms.

Discoverer made no further attempt to reach *Cardinal* that night; but, the following morning, with the sea moderating, she lowered a whaleboat commanded by her executive officer, Lt. Comdr. Clem L. Garner, USCGS. The boat proceeded to the stranded minesweeper and returned with 17 of her men. Meanwhile, *Cuyama* arrived on the scene and radioed the surveying ship that she (*Cuyama*) could take the remaining men off *Cardinal*, who numbered three officers (including the commanding officer) and 13 men. However, nine of *Cardinal's* men had made it to shore the previous night, and were unaccounted for. *Discoverer* steamed off in search of them and located the survivors, safe and sound, awaiting rescue.

Lt. Comdr. Garner and eight men, using a motor whaleboat and a motor sailing launch, brought off the remaining *Cardinal* sailors from their perch ashore. Later that afternoon, *Discoverer* transferred the shipwrecked sailors to *Cuyama*. Rear Admiral Jehu V. Chase, Commander, Fleet Base Force, praised Lt. Comdr. Seran and his crew for their "timely and efficient aid" to the stranded *Cardinal*. "Your prompt action in reply to this call for assistance," Chase declared, "prior to the possible time of arrival of the U.S.S. *Cuyama*, was rendered in accordance with the best traditions of that brotherhood of 'men that go down to the sea in ships.'"

Completing this tour of duty in Alaskan waters by late September 1925, *Discoverer* proceeded south and arrived at San Francisco on 10 October. Two days later, she shifted to Oakland where she underwent voyage repairs and prepared for her next deployment, getting underway for the Hawaiian Islands three days after Christmas of 1925 and reaching Honolulu on 5 January 1926. The ship conducted hydrographic and topographic surveys of the Hawaiian chain, ranging as far as French Frigate Shoals and Lisianski Island, near Midway, through the late summer of 1927. This proved to be the ship's only tour in this area of the world, since she resumed operations in Alaskan waters the following spring.

For the next 14 years, *Discoverer* continued to explore the topography and hydrography of the Alaskan coastline. Each spring she would proceed north from Seattle and commence her work which lasted through the summer and into the fall. Then the ship would return to Seattle for routine upkeep and maintenance while her officers and men plotted the data gathered during previous operations on the "working grounds" and wrote reports of the work conducted. The ship's ports of call included—among others—Kodiak, Seward, and Dutch Harbor, and the lesser known places such as False Pass, Tigalda Bay, Spruce Island, and Three Brothers' Reef.

Due to the Aleutian chain's increasing importance to commerce and aviation—as well as to national defense—*Discoverer* and the other ships in the Coast and Geodetic Survey assigned to that area maintained vigorous charting and mapping operations as the United States edged cautiously toward war.

With the expansion of the American Navy during this time between the outbreak of war in Europe and the entry of the United States in the conflict (1939 to 1941), that service cast about for auxiliary vessels to support the growing number of combatant ships. One of the ships the Navy now sought was *Discoverer*, and the Executive Order of 19 June 1941 authorized the Navy to take her over for service as a salvage ship. The ship concluded her last operations with the Coast and Geodetic Sur-

vey in the summer of 1941—having worked out of Dutch Harbor, Cold Bay, Women's Bay, and Kodiak since the previous spring—and departed Ketchikan on 22 July 1941, bound for Seattle and turnover to the Navy.

Arriving at Seattle on 25 July, *Discoverer*—the retention of her name by the Navy approved on 5 August 1941—shifted to pier 41, Seattle, Wash., on the afternoon of 26 August. There, at 1440, Lt. Comdr. E. Froberg accepted custody of the ship. Assigned to the Lake Union plant, at Seattle, in October 1941 for degaussing and conversion, *Discoverer*—classified as ARS-3—underwent a metamorphosis over the next few months, the work was still in progress when the Japanese attacked the Pacific Fleet at Pearl Harbor on 7 December 1941.

Delivered to the well-known salvage firm of Merritt, Chapman, and Scott, Inc., who were to operate the vessel under a contract let by the Bureau of Ships, on 16 February 1942, *Discoverer* was based in familiar waters throughout hostilities with Japan, her ports of call including Kodiak, Dutch Harbor, Cold Bay, Nome, and Women's Bay.

Highlighting this duty was the assistance rendered to the Coast Guard-manned transport *Arthur Middleton* (AP-55) which had run aground while rescuing survivors from the wrecked *Worden* (DD-352) which had previously run aground herself at Amchitka on 12 January 1943. Ironically, after bearing an almost charmed life while in the Coast Survey, operating in the tricky waters of the Alaska coastline, *Discoverer* sustained serious bottom damage when she grounded off the coast of Prince Rupert Island on 20 November 1943 and required assistance from the Navy tug *Tatnuck* (ATO-27).

Following repairs, *Discoverer* remained with Merritt, Chapman, and Scott into 1946. After it had been recommended on 18 November 1946 that the ship be struck from the Navy list and turned over to the Maritime Commission for "disposal as a usable vessel,"—indicating that to some, the venerable minesweeper/survey ship/salvage vessel still had some years left—*Discoverer* was withdrawn from service the day after Christmas of 1946, and her name was struck from the Navy list on 28 January 1947.

Exactly what happened next is not clear. One source indicates that the ship was accepted by the Maritime Commission at Port Nordland, Wash., and delivered to her purchaser, J. W. Rumsey,

on 9 June 1947. Another source, however, gives the 9 June 1947 date, but lists the ship as sold to the government of Venezuela. In any event, *Felipe Larrazabal* (R-11), ex-*Discoverer*, ex-*Auk*, appeared in contemporary naval publications into the 1960's. Eventually decommissioned around 1962, the erstwhile minecraft was reportedly still afloat in a back channel, in a "non-operable condition" as late as 1968. Her ultimate disposition, however, is not known.

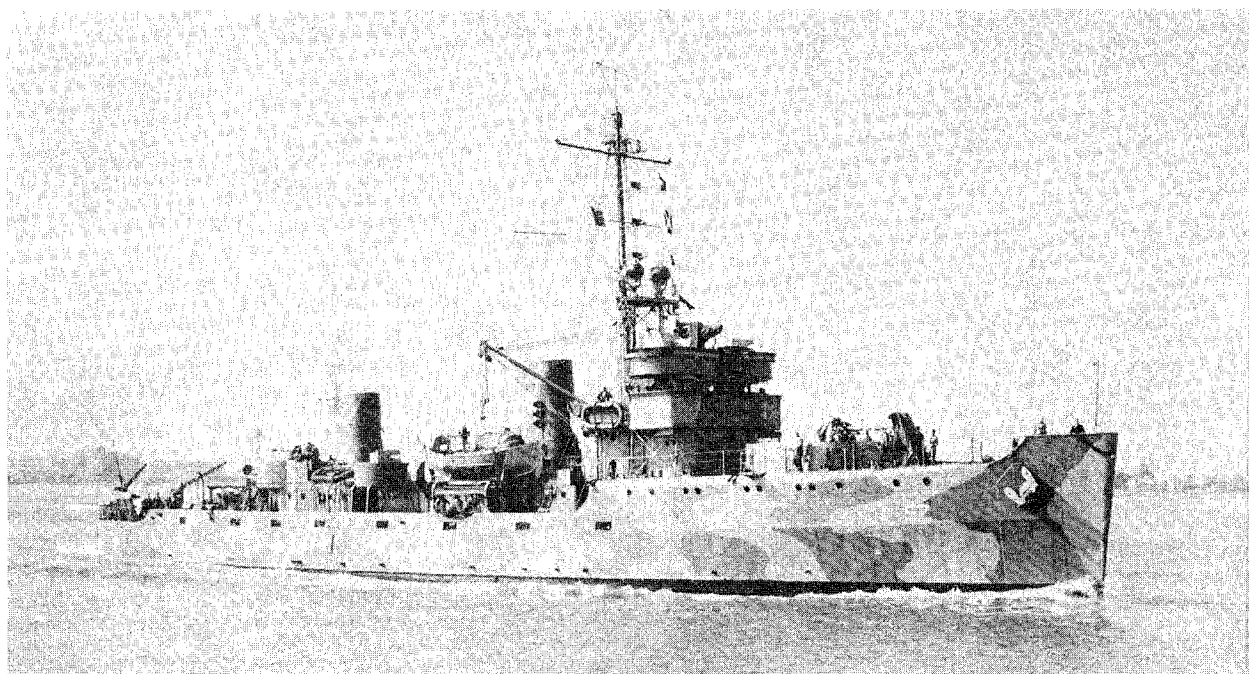
II

(AM-57: dp. 890, l. 221'2"; b. 32'2"; dr. 10'9"; s. 18.1 k.; cpl. 105; a. 1 3", 2 40mm., 8 20mm.; cl. *Auk*)

The second *Auk* (AM-57) was laid down on 15 April 1941 at Portsmouth, Va., by the Norfolk Navy Yard; launched on 26 August; sponsored by Miss Priscilla Alden Hague, the daughter of Comdr. Wesley M. Hague; and commissioned on 15 January 1942, Lt. Comdr. George W. Allen in command.

After shakedown and training off the Virginia capes, the new minesweeper operated along the Atlantic coast until October when she received orders to join the Western Naval Task Force for Operation "Torch," the invasion of North Africa. She sortied from Norfolk on the 23d of that month as a part of the Center Attack Group, bound for Fedhala Roads just off the Moroccan coast. Shortly before midnight on 7 November the task force arrived in position and began disembarking troops for the landing at dawn on the 8th. Just a few minutes after 0500, a little French steamer escorted by the trawler *Victoria* blundered into the columns of transports offshore. *Hogan* (DMS-6) investigated the intruders, crossing the French trawler's bow and ordering him to reverse engines. For an answer, the scrappy little Frenchman tried to ram *Hogan*. The high speed minesweeper swept *Victoria* with 20-millimeter gunfire and stopped the trawler dead. *Auk* placed a prize crew on board then continued screening the transport area.

At 1200, *Miantonomah* (CMc-5) began laying a minefield to the east as a protection for the Center Attack Group. While screening the minelayer, *Auk* and *Tillman* (DD-641) engaged the Vichy French patrol vessel W-43 which was escorting six merchant and fishing vessels through the transport area. They captured the



Auk (AM-57), off the Norfolk Navy Yard, 6 May 1942, in Measure 12 (modified) camouflage. Note the odd antenna at the head of the foremast. (19-N-30945)

corvette with a minimal amount of trouble and also took three of the other ships.

Auk worked out of Casablanca, French Morocco, operating as a convoy escort, a screening ship, and a harbor patrol boat until 11 April 1943, when she headed west with a homeward-bound convoy. Following her arrival at Charleston, S.C., on the 30th, the minesweeper proceeded to Norfolk for drydocking and overhaul. From June to April 1944, *Auk* escorted convoys from Norfolk and New York to ports in the Caribbean and along the gulf coast.

On 19 April, the minesweeper again headed eastward to prepare for Operation "Overlord," the invasion of Europe. Proceeding via the Azores and Milford Haven, Wales, she reached Plymouth, England, on the 29th. While in British waters, *Auk* joined other units of Mine Squadron (MinRon) 21 in practice sweeping operations.

Early on 4 June, she got underway to sweep mines in the Baie de la Seine, France, to prepare the way for the assault on Utah Beach, Normandy, scheduled for the 5th. Weather forced the postponement of the landings until the following day, but one of *Auk's* sister ships, *Osprey* (AM-56), hit a mine and sank. The invasion began on 6 June, and *Auk* remained off the beaches until the 19th, sweeping nearby waters. She then returned to Plymouth for supplies.

On 25 June, *Auk* returned to sweeping duties off Cherbourg, France, where she cleared a lane ahead of a major bombardment force including battleships *Arkansas* (BB-33), *Texas* (BB-35), and *Nevada* (BB-36). Shortly after midday, enemy shore batteries opened fire on the sweepers. By 1230, every minesweeper—including *Auk*—had been straddled by enemy salvos. Hampered by their five-knot top speed when streaming sweep gear, the minesweepers were ordered to retire out of range until the task force concluded its gunfire.

Between 29 June and 24 July, with the exception of brief runs to England for supplies, *Auk* continued sweeping operations in the Baie de la Seine. The sweeper sailed with MinRon 21 for Gibraltar on 1 August, transited the strait on the 5th, and briefly stopped at Oran, Algeria, on the 6th. From there, *Auk* proceeded to Naples, one of the staging points for the invasion of southern France.

When Operation "Dragoon" commenced on 15 August, *Auk* was off the designated beaches of Provence with Vice Admiral Hewitt's Control Force. She remained along the coast of southern France until 26 September, intermittently coming under fire by enemy coastal batteries while sweeping Baie de Cavalaire, Baie de Briande, Baie de Bon Porte, Marseille harbor, and waters off Toulon. Therefore, *Auk* continued minesweeping and patrol missions in the Mediterranean until 31 May 1945, when she headed for the United States.

Arriving in Norfolk on 15 June, she received an overhaul. The minesweeper remained in the Norfolk Navy Yard until 25 August. After leaving the yard, she conducted local training operations before sailing on 18 September. Proceeding through the Panama Canal, she reached San Pedro, Calif., on 9 October. However, instead of reporting for Pacific Fleet duty, *Auk* received orders for inactivation. She departed California on 26 November and headed for Portland, Oreg., where she was scheduled to undergo inactivation overhaul. Upon her arrival at that port, on 10 December, *Auk* found severely crowded conditions which resulted in new orders which sent the minesweeper back to San Diego where she moored on the last day of 1945.

Auk was decommissioned on 1 July 1946 and berthed with the reserve fleet at San Diego. In a general reclassification dated 7 February 1955, her hull designation was changed to MSF-57. Her name was struck from the Navy list on 1 August 1956. No record of her disposal has been found.

Auk (AM-57) earned three battle stars for her World War II service.

Aulick

John H. Aulick—born in 1787 at Winchester, Va.—was appointed a midshipman on 15 November 1809. During the War of 1812, he served in *Enterprise* and took part in her battle with HMS *Boxer* on 4 September 1813. After that engagement ended in a glorious American victory, Aulick served as prize master of the prize. Following the war, he served in *Saranac*, *Ontario*, *Brandywine*, *Constitution*, and *Vincennes*.

From 1851 to 1853, Aulick commanded the East India Squadron but was forced by ill health to give up command of the projected Japanese expedition to Commodore Matthew C. Perry. Aulick retired in 1861 and died at Washington, D.C., on 27 April 1873.

I

(Destroyer No. 258: dp. 1,308; l. 314'4½"; b. 30'11½"; dr. 9'4"; s. 35 k.; cpl. 122; a. 4 4", 1 3", 12 21" tt.; cl. *Clemson*)

Aulick (Destroyer No. 258) was laid down on 3 December 1918 by the Bethlehem Shipbuilding Corp., Quincy, Mass.; launched on 11 April 1919; sponsored by Mrs. Phillip J. Willett; and commissioned at the New York Navy Yard on 26 July 1919, Lt. Comdr. Lee P. Johnson in command.

Following her shakedown cruise, *Aulick* proceeded to the west coast where she joined Destroyer Flotilla 10 of the Pacific Fleet. While operating along the California coast, the vessel was given the designation DD-258 on 17 July 1920. *Aulick* continued to carry out routine fleet duties until she was decommissioned on 27 May 1922 at the Mare Island Navy Yard.

After over 17 years laid up in reserve, the destroyer was recommissioned on 18 June 1939 at San Diego, Calif. Upon her reactivation, *Aulick* returned to the east coast where she served until the fall of 1940. On 8 October 1940, *Aulick* was decommissioned at Halifax, Nova Scotia, and transferred to the British under the agreement with the United Kingdom exchanging American destroyers for bases in the Atlantic. Her name was struck from the Navy list on 8 December 1941.

Renamed HMS *Burnham*, the destroyer began escort duties with the British Navy in December 1940. In early 1941, *Burnham* began a series of escort voyages between Iceland and Newfoundland. Throughout 1942 and 1943, *Burnham* worked mainly between Newfoundland and Londonderry, Northern Ireland. In 1944, she was used on aircraft training duties in the Western Approaches Command. *Burnham* was reduced to reserve at Milford Haven, Wales, in November 1944. She was ultimately scrapped at Pembroke, England, in December 1948.

II

(DD-569: dp. 2,050; l. 376'5"; b. 39'7"; dr. 13'9"; s. 35.2 k.; cpl. 329; a. 5 5", 6 40mm., 7 20mm., 2 det., 6 dep., 8 21" tt.; cl. *Fletcher*)

The second *Aulick* (DD-569) was laid down on 14 May 1941 at Orange, Tex., by the Consolidated Steel Co.; launched on 2 March 1942; sponsored by Mrs. Thaddeus A. Thomson, the wife of Capt Thomson who was then the acting commandant of the 8th Naval District; and commissioned on 27 October 1942, Lt. Comdr. O. P. Thomas, Jr., in command.

Following her commissioning, the destroyer conducted shakedown training in the Gulf of Mexico and out of Casco Bay, Maine, and departed Philadelphia on 23 January 1943, bound for the South Pacific. She transited the Panama Canal and paused at Bora Bora, Society Islands, before making Noumea, New Caledonia, on 12 February. After a week of antisubmarine patrol off New Caledonia, *Aulick* joined Task Force (TF) 64 in the Coral Sea and stood by to support an American force landing on the Russell Islands.

When TF 64 returned to Noumea on the 25th, *Aulick* was detached. She stood out for Espiritu Santo on 1 March as an escort for HMS *Athene*. From there, the destroyer steamed to Efate Island, New Hebrides; but, on 9 March, she was ordered back to Noumea. At 0411 on the 10th, *Aulick* struck a coral reef off the southern tip of New Caledonia while making 20 knots and suffered extensive damage to her hull, propellers, and engines.

After being briefly drydocked at Noumea, the ship was taken in tow bound for Hawaii, where she arrived on 10 April after stops at Suva, Fiji Islands, and at Pago Pago, American Samoa. The warship underwent repairs at Pearl Harbor until 8 November when she got underway for Bremerton, Wash. Reaching there on 14 November, *Aulick* entered the Puget Sound Navy Yard for replacement of damaged machinery. She set sail on 23 December to return to Pearl Harbor. Upon reaching that port, the ship received three more weeks of availability.

The destroyer left Hawaii on 22 January 1944, bound for the west coast, and reported to the Fleet Operational Training Com-

mand in San Francisco on 3 February. Her duties included serving as a training ship in engineering, ordnance, and deck duties. The highlight of her service during this assignment was her rescue on 11 April of 16 crewmen from a downed Army PBM.

The warship was relieved on 18 May and reported to the Bethlehem Steel Shipyard, San Francisco, for repairs. At the end of this work, she sailed once again for Pearl Harbor and arrived there on 27 June. After a series of training exercises, *Aulick* got underway on 9 July in the screen of 12 transports bound for the invasion of Guam. They arrived off that island on 22 July; and the destroyer remained in the area, patrolling and screening units of the 5th Fleet, until 6 August.

After a resupply stop at Eniwetok, *Aulick* rendezvoused with Task Group (TG) 32.4 on 21 August and continued on to Guadalcanal where she spent the next three weeks preparing for upcoming operations against the Palau. The destroyer sailed for that group of islands with TG 32.7 on 8 September, reached her destination on 15 September, and supported the forces landing on Peleliu and Anguar.

On 30 September, the ship headed for Manus Island, Admiralty Islands, to join the 7th Fleet. She got underway for the Philippines on 12 October and arrived off Leyte on the 18th. The next day, *Aulick* was assigned to the northern fire support group for shore bombardment, night harassing fire, and close fire support. She entered San Pedro Bay at 0655 and opened fire at 1115. At approximately 1212, Japanese shells scored direct hits on the destroyer, killing one crewman by flying shrapnel. At 1328, she ceased fire and retired for the night. *Aulick* again rendered fire support on 20 and 21 October. From the 22d to the 24th, she stood by but did not fire her guns.

Meanwhile, the Japanese high command had activated its plan to defend the Philippines with the Combined Fleet. Japan's warships were organized into four groups. The northern force was built around the Combined Fleet's remaining carriers—now bereft of their warplanes—and was to wait as a decoy north of Luzon. Japan hoped to lure the American Fast Carrier Task Force to a point far enough from Leyte Gulf for it to be out of action while the Emperor's other three forces—composed of surface warships—annihilated the American shipping supporting General MacArthur's beachhead on Leyte. Thus, they hoped to strand the American invaders on Leyte as MacArthur's soldiers had been caught on Bataan some three years before. The more powerful of these surface forces was to cross the Sibuyan Sea, transit San Bernardino Strait, and descend upon Leyte Gulf from the north. The other two were to emerge from Surigao Strait and attack the invaders in Leyte Gulf from the south.

On 25 October, *Aulick* was part of the screen that was protecting American battleships and cruisers guarding the waters approaching Surigao Strait. The guns of these warships defeated the first of the Japanese southern forces so decisively that the second force turned back before really getting into action. As the Japanese retreated, the American ships, including *Aulick*, joined in sinking a Japanese destroyer of the *Akitsuki* class. Before the Americans could finish off any more ships, they were ordered to return to Leyte Gulf.

Reports were received that a large Japanese force was approaching from the north. *Aulick* and five other destroyers took station near the south coast of Homonhon Island awaiting an attack which never materialized. On 29 October, *Aulick* sailed in company with TG 77.2 for Seeadler Harbor. The destroyer sortied on 17 November to meet *West Virginia* (BB-48) in Vitiaz Strait and escort her back to Seeadler. After escorting that battleship on to Ulithi, *Aulick* sailed back to Leyte on 22 November.

Arriving in Leyte Gulf on 25 November, *Aulick* once again joined TG 77.2. On the 29th, while on antisubmarine patrol in the east entrance to Leyte Gulf, *Aulick* was attacked at 1750 by six Japanese planes. One peeled off and dived toward the destroyer, dropped a bomb close aboard, then exploded on hitting the water approximately 20 yards off the destroyer's port bow. Another aircraft approached and struck the starboard side of the bridge with its wingtip, continued forward and downward, and exploded near the bow just above the main deck. The explosion set the number 2 gun and handling room on fire. Metal fragments killed several men on the bridge and flying bridge. Altogether a total of 31 men were killed, 64 were wounded, and 1 was missing.

After being relieved by *Pringle* (DD-477), *Aulick* proceeded to San Pedro Bay to transfer her wounded and made emergency repairs. On 1 December, she got underway for the west coast,

via Seeadler Harbor and Pearl Harbor, and entered the Mare Island Navy Yard on Christmas Eve for repairs.

The ship began sea trials on 24 February 1945 and underwent refresher training out of San Diego before departing the west coast on 7 March. After further training out of Pearl Harbor, the destroyer set a course on 25 March for the Philippines, via Eniwetok, Ulithi, and Kossol Roads. From Leyte, *Aulick* sailed on 12 April for Morotai, Netherlands East Indies. A week later, she departed for Mindanao Island with elements of the 31st Infantry Division embarked. After disembarking the invasion troops at Mindanao on 22 April, the destroyer escorted the LST's back to Morotai and remained there through the 30th, before heading for San Pedro Bay.

After a period of upkeep, *Aulick* got underway for Okinawa, anchored off Hagushi beach on 16 May, and joined the antiaircraft and radar picket screen around the transports. She was destined to remain there through the end of World War II. From 24 August to 2 September, the destroyer was assigned air-sea rescue duties on the direct air lane between Okinawa and Tokyo. On the 28th, she rescued nine crewmen from a downed B-29.

After being relieved of her lifeguard duties, *Aulick* departed Okinawa on 10 September, bound for home. She touched at Pearl Harbor, transited the Panama Canal, and arrived in New York harbor on 17 October. The destroyer participated in a Presidential fleet review on the 27th and entered the New York Navy Yard on 15 November to prepare for inactivation. She was decommissioned on 18 April 1946.

Aulick was transferred, on loan, to the government of Greece on 21 August 1959. Her name was struck from the Navy list on 1 September 1975, and she was sold to Greece in April of 1977.

Aulick earned five battle stars for her World War II service.

Ault

William Bowen Ault—born in Enterprise, Oreg., on 6 October 1898—served briefly as an enlisted man in the Navy (19 April 1917-23 April 1918) before entering the Naval Academy as a midshipman. Graduating on 2 June 1922, Ault served at sea in the battleship *Arkansas* (BB-33) before reporting to the Naval Air Station (NAS), Pensacola, Fla., on 23 August 1924 for flight instruction. After winning his wings, Ault served with Aircraft Squadrons, Scouting Fleet, before commencing a tour in the aviation unit of the light cruiser *Cincinnati* (CL-6) on 10 September 1925. Detached from that ship a little over a year later, he served at the Naval Academy as an instructor before reporting for duty with Observation Squadron (VO) 3, Aircraft Squadrons, Scouting Fleet, on 15 June 1927.

Further duty at the Naval Academy, as an instructor in the Department of Ordnance and Gunnery, followed before he flew with Patrol Squadron (VP) 10-S, Scouting Fleet, based in aircraft tender *Wright* (AV-1). He then served on the staff of Capt. George W. Steele, Commander, Aircraft, Scouting Force, from June of 1931 to June of 1932 and alternated tours of duty afloat and ashore: in Torpedo Squadron (VT) 1-S, based on board *Lexington* (CV-2); at NAS, Norfolk, Va.; and in the observation unit of the battleship *Mississippi* (BB-41).

Ault—by this time a lieutenant—next assisted in fitting-out *Yorktown* (CV-5), thus becoming a "plank owner" of that ship when she went into commission in the autumn of 1937. He then served in *Yorktown*'s sister ship, *Enterprise* (CV-6), commanding VT-6. On 5 August 1939, less than a month before the start of World War II in Poland, Ault assumed command of the Naval Reserve Aviation Base, Kansas City, Kansas, a billet in which he served into 1941.

On 22 July 1941, Lt. Comdr. Ault once more reported to *Lexington*, and, the following day, became her air group commander. He was serving in that capacity when the Japanese air attack on the Fleet at Pearl Harbor on 7 December 1941 drew the United States into World War II.

Ault helped to plan and execute the attacks on Japanese shipping at Lea and Salamaua, New Guinea, in March 1942. On the day before the strike, 9 March, Ault and a wingman flew to Port Moresby, where the group commander learned of the existence of a key mountain pass through the forbidding Owen Stanleys, information that, in the words of the task force commander, contributed "a great deal toward [the] success" of the attacks that ensued. On the day of the raid, 10 March, Ault, given the authority to carry out or abort the attack on the basis of what

weather he found, flew unaccompanied to the pass and orbited. Finding favorable weather, he transmitted information to that effect and directed the passage of planes from *Lexington* and *Yorktown* (CV-5) toward Lae and Salamaua. Those groups sank three transports, put a fourth transport out of action, and caused varying degrees of damage to a light cruiser, a minelayer, three destroyers and a seaplane carrier. The transmontane raid postponed the Japanese projected conquest of Tulagi and Port Moresby for a month, the time necessary to replace the vital amphibious ships lost off New Guinea and marshal carrier air support. Commander, Aircraft Battle Force, later commended Ault for his work.

In the subsequent Battle of the Coral Sea in May 1942, which itself resulted from the successful Lae and Salamaua raid, Ault led *Lexington's* group into combat, both in the attacks on the Japanese light carrier *Shoho* on 7 May and in those on the fleet carrier *Shokaku* on the 8th. During the latter action, both Ault and his radio-gunner, Aviation Radioman 1st Class William T. Butler, apparently suffered wounds when "Zero" fighters attacked the group commander's plane. Ault tried in vain to return to a friendly deck, not knowing that *Lexington* had taken mortal damage in his absence. Unaware of *Lexington's* distress he radioed the ship at 1449, to tell her that he had only enough gasoline for 20 minutes. *Yorktown*, which had taken over communications for "Lady Lex," heard Ault's broadcast but failed to pick him up on her radar. Sadly informed that he was on his own but wished "Good luck," *Lexington's* air group commander asked that word be relayed to the ship that "We got a 1,000 pound bomb hit on a flat top." Ault changed course to the north, in a last vain attempt to be picked up on radar. *Yorktown* again wished him good luck. Ault, perhaps grimly aware of the fate that lay ahead, radioed bravely: "O.K. So long, people. We got a 1,000 pound hit on the flat top." No further word was ever received from *Lexington's* air group commander, and neither he nor Aviation Radioman Butler was ever seen again.

Ault's courageous leadership of *Lexington's* air group in the Battle of the Coral Sea earned him the posthumous award of the Navy Cross.

(DD-698: dp. 2,200; l. 376'6"; b. 40'10"; dr. 14'5"; s. 34.2 k.; cpl. 345; a. 6 5", 12 40mm., 11 20mm., 2 dct., 6 dcp., 10 21" tt.; cl. Allen M. Sumner)

Ault (DD-698) was laid down on 15 November 1943 at Kearny, N.J., by the Federal Shipbuilding and Drydock Co.; launched on 26 March 1944; sponsored by Mrs. Margaret U. Ault, the widow of Comdr. Ault; and commissioned on 31 May 1944, Comdr. Joseph C. Wylie in command.

After fitting out, the destroyer departed New York on 10 July 1944 for shakedown training in the Caribbean. She returned to New York for post-shakedown availability and to complete preparations for the long cruise to join the action in the Pacific. Acting as an escort for *Wilkes-Barre* (CL-103), *Ault* sailed on 6 September for Trinidad. Detached from escort duty upon her arrival, she transited the Panama Canal and proceeded independently via San Diego to Pearl Harbor where she arrived on 29 September.

After three months of intensive training in Hawaiian waters, the warship got underway on 18 December and headed west to join Vice Admiral John S. McCain's Fast Carrier Task Force. After a refueling stop at Eniwetok on Christmas Day, *Ault* entered Ulithi Lagoon on 28 December 1944 and, along with her sister ships of Destroyer Squadron (DesRon) 62, reported to Rear Admiral Bogan for duty in the escort screen of Task Group (TG) 38.2.

When *Ault* reached the forward area, Leyte was in American hands; but the Philippines were still the focus of the carrier's operations, and they were directed to strike targets on Luzon and Formosa early in January 1945. *Ault* sortied on 30 December 1944 with TG 38.2 screening that task group. After the strike on Formosa on 9 January, the destroyer in company with *Waldron* (DD-699), *Charles S. Sperry* (DD-697), and *John W. Weeks* (DD-701), swept Bashi Channel ahead of Task Force (TF) 38, while proceeding into the South China Sea. Heavy weather as well as the proximity of the enemy created a tense atmosphere in which the carriers continued to mount strikes against the Camranh Bay area, Hong Kong, Hainan, Swatow, and the Formosa Strait. Returning to the Pacific through the Balintang Channel on the night of 20 January, the task force launched final

strikes against Formosa and Okinawa before returning to Ulithi on 25 January.

Shortly before the assault on Iwo Jima, TF 38 was reorganized as TF 58 under Vice Admiral Mitscher. *Ault* was assigned to Rear Admiral Sherman's *Essex* (CV-9) TG 58.3, which launched diversionary strikes against Formosa, Luzon, and the Japanese mainland on 16 and 17 February. The carriers provided air cover for the operations on Iwo Jima on 19 February and raided the Tokyo area on the 25th and Okinawa on 1 March before retiring to Ulithi on 4 March.

The destroyer returned to the action with TG 58.3 on 14 March for operations to neutralize Japanese air power during the forthcoming Okinawa campaign. In response to strikes against Kyushu and Honshu, the Japanese retaliated with air strikes against the task group; and, on 20 March, *Ault* splashed her first two enemy planes. On 23 and 24 March, the task group launched preinvasion strikes against Okinawa; and, on 27 March, *Ault* assisted the ships of DesRon 62 and four cruisers in shore bombardment of Minami Daito Shima. The warship's next two months were enlivened by days and nights of continuous general quarters. Kamikaze attacks on 6 and 7 April damaged *Haynsworth* (DD-700) and *Hancock* (CV-19). On 11 April, a suicide plane that missed *Essex* came perilously close to *Ault*; but her gunners splashed the plane close aboard her starboard quarter. *Kidd* (DD-661) was badly hit that day. *Ault* again participated in the bombardment of Minami Daito Shima on 10 May, then rejoined the task force to assist in repelling heavy enemy air attack. While screening *Bunker Hill* (CV-17) on the morning of the 11th, *Ault* splashed one kamikaze, but two others hit the carrier. After rescuing 29 men from the stricken ship, the destroyer escorted her to the replenishment group and rejoined the action on the 13th. During attacks on 13 and 14 May, she succeeded in splashing three more planes. On 1 June, *Ault* put into San Pedro Bay, Leyte, after 80 days at sea.

Task Force 58 was redesignated TF 38; and, on 1 July, *Ault* sortied for strikes against the Japanese home islands. On 18 and 19 July, the ship joined with Cruiser-Division 18 and other destroyers in an antishipping sweep of Sagami Wan and a bombardment of Nojima Saki. The following day, she rejoined the task group and continued to support the carriers until Japan capitulated on 15 August.

Ault operated off the coast of Honshu on patrol until 2 September when she entered Tokyo Bay and anchored near *Missouri* (BB-63) during the formal surrender ceremony on board that battleship. The destroyer soon resumed patrol with the task group out of Tokyo and continued that duty until 30 October, when she steamed for Sasebo, Japan, to perform more carrier and escort duties. On 31 December 1945, the destroyer departed Japan, bound for the United States, and arrived at San Francisco on 20 January 1946. After a short respite, she was underway again and headed via the Panama Canal for Boston. Following brief stops along the east coast, the vessel entered the shipyard in Boston on 26 April 1946 for a well-deserved overhaul.

The yard work was completed on 15 March 1947, and *Ault* steamed to Charleston, S.C., her base for local operations and training exercises until 12 July, when she sailed for New Orleans and two years there as a Naval Reserve training ship. During her operations in the Gulf of Mexico and the Caribbean, she visited such ports as Guantanamo Bay, Cuba; Kingston, Jamaica; Coco Solo, Canal Zone; Port-au-Prince, Haiti; Veracruz, Mexico; and Puerto Cabezas, Nicaragua. During this period, she also performed plane-guard duties for carriers operating out of Pensacola, Fla., and underwent an overhaul in Charleston from 24 February to 11 May 1948.

On 21 August 1949, after a month of intensive training in Guantanamo Bay, *Ault* put into Norfolk to fit out for her first Mediterranean cruise. From 6 to 16 September, the warship steamed across the Atlantic to join 6th Fleet tactical exercises and maneuvers, including a simulated assault on Cyprus. Her ports of call included Aranci Bay, Sardinia; Cannes, France; Argostoli and Piraeus, Greece; and Famagusta, Cyprus. *Ault* departed Gibraltar on 16 November; headed for the British Isles; and put into Plymouth, England, on 19 November. Prior to leaving Europe, she called at Antwerp, Belgium; Rouen, France; Portland, England; and Leith, Scotland. She moored in Norfolk on 26 January 1950 and prepared for inactivation. She was placed out of commission, in reserve, on 31 May and was towed to the Charleston Naval Shipyard for berthing in the Inactive Reserve Fleet.

However, her respite was brief. With the outbreak of the Korean War, the Navy needed more active destroyers. On 15 November 1950, *Ault* was recommissioned at Charleston under the command of Comdr. Harry Marvin-Smith. She steamed to her home port, Norfolk, for the Christmas holidays and to Guantanamo Bay for refresher training in March. After a post-shakedown overhaul in Charleston, the ship returned to her home port, sorted with her sister ships of DesRon 22, and carried out antisubmarine warfare exercises in Cuban waters. She returned to Norfolk on 13 August for upkeep.

Ault sailed for the Mediterranean on 3 September for another tour with the 6th Fleet and stopped for liberty calls in ports in Sicily, Italy, France, Greece, and Portugal. On 30 January 1952, she departed Gibraltar in Destroyer Division (DesDiv) 222 and steamed via Bermuda to Norfolk where she arrived on 10 February.

The warship's activities during the first few months of 1952 consisted of training exercises in the Virginia capes, Caribbean operations, and an upkeep period in Charleston. On 4 June, she embarked midshipmen for a training cruise that took them to Torbay, England; Le Havre, France; and Guantanamo Bay. Upon her arrival back at Norfolk on 4 August, *Ault* conducted local type training into the new year.

During February 1953, the ship participated in drills in the Caribbean while operating out of St. Thomas and St. Croix, Virgin Islands. On 11 March, she commenced an overhaul in the Charleston Naval Shipyard. Upon completion of the yard work, she steamed back via her home port to Guantanamo Bay where she arrived on 31 July for refresher training. Following two months training and one month loading supplies, *Ault* departed Norfolk on 2 November with DesDiv 222 for an around-the-world cruise. After transiting the Panama Canal and stopping at San Diego, Pearl Harbor, and Midway, she arrived at Yokosuka, Japan, on 6 December and reported for duty with the 7th Fleet.

On 20 December, *Ault* collided with *Haynsworth* (DD-700) during ASW exercises in the Sea of Japan. The former's bow was torn off at frame eight, and the damaged destroyer was towed to Yokosuka for repairs by *Grapple* (ARS-7). On 14 March 1954, *Ault* once again got underway for training and a subsequent voyage westward through the Indian Ocean, the Mediterranean Sea, across the Atlantic Ocean, to arrive home at Norfolk on 4 June. She operated with various warships along the way and made port calls at Hong Kong, Singapore, Colombo, Ceylon; Port Said, Egypt; Athens; Naples; Villefranche, France; Barcelona, Spain; and Gibraltar. For the remainder of 1954, she operated along the east coast.

For the first six months of 1955, the destroyer conducted Caribbean exercises and local operations, including planeguard duty off Jacksonville, Fla., with carrier *Lake Champlain* (CV-39). She entered the Norfolk Naval Shipyard on 1 July for a three-month overhaul which was followed by one month of refresher training at Guantanamo Bay. The warship returned to her home port on 26 November and commenced type training and local operations along the east coast.

On 1 May 1956, *Ault* sailed for the Mediterranean where she participated in Kiel Week ceremonies in Kiel, Germany; 6th Fleet exercises; and a month and one-half in the Red Sea and the Persian Gulf. The cruise ended with her arrival in Norfolk on 17 September.

On 28 January 1957, *Ault* got underway again with DesRon 22 for a five-month tour of duty overseas. The destroyer exercised with the 6th Fleet in the Mediterranean and called at ports in Italy, Greece, Turkey, Lebanon, and Sicily before returning to Norfolk in June. After three months of local operations along the east coast, *Ault* sortied with *Essex* on 3 September to join other destroyers in North Atlantic and Arctic waters for Operation "Strikeback." Upon completion of the exercise, she put into Cherbourg, France, on 30 September for a short leave period before heading home. She moored in Norfolk on 21 October and resumed local operations. On 19 November she entered the Norfolk Naval Shipyard. After a four-month overhaul, refresher training, and upkeep, the destroyer got underway on 17 June 1958 for hunter-killer operations in the Atlantic with *Leyte* (CV-32). On 2 September, she steamed in company with DesDiv 222 to the Mediterranean for another six-month deployment before resuming local operations out of Norfolk in March 1959.

In June, the ship entered the Great Lakes for Operation "Inland Sea," a celebration honoring the opening of the St. Lawrence

Seaway. Later in the year, she assisted the Fleet Sonar School in Key West, Fla., and participated in Atlantic coast exercises.

With the beginning of 1960, *Ault* was again deployed to the Mediterranean. During her seven-month tour with the 6th Fleet, the destroyer became one of the first American warships to enter the Black Sea since World War II. She returned to Norfolk in September and commenced overhaul in December. *Ault* emerged from the shipyard in March 1961, sailed to Guantanamo Bay for refresher training, and then resumed normal operations. She returned to the Mediterranean in August to participate in NATO Exercises "Checkmate I" and "Checkmate II," and Operation "Greenstone." She also took part in Operation "Royal Flush V" with the British Navy prior to her steaming back to the United States.

In June 1962, *Ault* entered the Boston Naval Shipyard for a fleet rehabilitation and modernization (FRAM) overhaul. Designed to extend the life of the destroyer by eight years, the overhaul enabled her to meet the challenge of newer and faster enemy submarines. *Ault*'s 40-millimeter and 20-millimeter gunmounts were removed, and her 01-level afterdeck was converted to a helicopter flight deck to facilitate the use of drone antisubmarine helicopters (DASH), one of the Navy's newest weapon systems which enabled the destroyer to reach out farther in search of submarine targets.

After completion of the overhaul in February of 1963, *Ault* devoted the rest of the year to improving her readiness and the skill of her crew through various exercises and training cruises. Following a midshipmen cruise during the summer, the ship proceeded to Norfolk to take on DASH and to continue training. *Ault* was the first destroyer to carry the drones to Europe, when she sortied for the Mediterranean in February 1964 with DesDiv 142. Following participation in NATO exercises and visits at the usual ports in the Mediterranean, the destroyer returned to the United States and a new home port, Mayport, Fla. She spent the remainder of the year operating in the Key West area. In January 1965, she participated in Operation "Springboard" in the Caribbean which was highlighted by several gunnery exercises and the firing of hundreds of rounds of ammunition in shore bombardment exercises at Culebra Island. The warship also trained in Hunter-Killer operations in March and was on station in the western Atlantic for the Gemini 3 space shot.

On 17 March, *Ault* steered a familiar course toward the Mediterranean. Besides a full three-month schedule of drills, the ship made port calls in Marseilles, Golfe Juan, Livorno, Naples, and Palma before returning to Norfolk to spend the last four months of 1965 in the local operating areas training, requalifying in gunfire support, and going to sea for hurricane evasion. As a result of her intensive training, *Ault* won the DesRon 14 battle efficiency award, as well as battle efficiency awards for both the operations and weapons departments.

Ault participated in Operation "Springboard" in January and February 1966, conducting ASW operations, shore bombardment, a full power run, and various gunnery exercises. She returned to Mayport only to head out to sea again for planeguard duty with *Intrepid* (CVA-11). Upon her return to her home port, the destroyer underwent a preoverhaul availability and then entered the Charleston Naval Shipyard on 12 April for major work which ended on 14 September. She arrived back in Mayport on 7 October and devoted the last quarter of the year to training at Guantanamo Bay in preparation for a lengthy deployment to Vietnam.

In company with DesDiv 161, *Ault* departed Mayport on 7 February 1967, transited the Panama Canal on 12 February, and stopped at Pearl Harbor, Midway, and Yokosuka before joining the 7th Fleet on 11 March. After a short period of ASW drills with *Spinax* (SS-489) near Subic Bay, she steamed with *Ticonderoga* (CVA-14) to station in the Gulf of Tonkin for planeguard duties. On 16 April, the destroyer was assigned to TU 77.1.1 for Operation "Sea Dragon," offensive surface operations against waterborne logistic craft and coastal defense sites in North Vietnam. As part of this unit, she joined *Collett* (DD-730), *Boston* (CAG-1), and *HMAS Hobart* in conducting sweeps from Cap Lay north to Thanh Hoa.

The warship was relieved on 30 April and returned to Subic Bay for upkeep. On 7 May, she got underway to the III and IV Corps areas of South Vietnam to provide gunfire support. For the next three weeks, *Ault* responded to requests for shore bombardment during the day, and for harassment, interdiction,

and illumination fire during the night. As the only destroyer available in both Corps areas, she was responsible for the coast from the mouth of the Mekong in the IV Corps area to Vung Tau and Ham Tan in the III Corps area.

From 28 May to 2 June, *Ault* provided gunfire support in the I Corps area; then proceeded to Kaohsiung, Formosa, for upkeep alongside *Delta* (AR-9) and then a week of rest and relaxation in Sasebo. On 19 June, the ship returned to the I Corps area of South Vietnam and, in the next three weeks, fired over 6,000 rounds of 5-inch ammunition at targets in the Quang Ngai and Chu Lai areas. After a six-day port visit to Hong Kong and five days of upkeep in Subic Bay, she once again operated in Operation "Seadragon," came under heavy fire from coastal defense batteries north of Dong Hoi, but suffered no casualties or damage. On 1 August 1967, *Ault* completed her Vietnam tour and began her voyage home. She stopped at Kaohsiung, Yokosuka, Midway, Pearl Harbor, San Francisco, and Acapulco, and even made a side trip south of the equator to convert "Pollywogs" into "Shellbacks." The destroyer transited the Panama Canal on 7 September, arrived in Mayport on 11 September, and devoted the remainder of 1967 and the first six weeks of 1968 to leave and upkeep.

From 12 to 23 February, *Ault* participated in Operation "Springboard 1968" in the San Juan operating area. On 4 March, she participated in another Caribbean exercise, Operation "Rugby-Match," a major fleet exercise which simulated a realistic air, surface, and subsurface threat environment. On 27 April, *Ault* sailed with *Bigelow* (DD-942) for the Mediterranean and four months of continuous 6th Fleet operations. She returned to Mayport on 27 September, underwent upkeep, and performed three weeks of planeguard duties in December for *Shangri-La* (CV-38). As a reward for her high degree of readiness and training, *Ault* was again awarded the battle efficiency "E."

For the first quarter of 1969, the destroyer spent most of her time in port at Mayport. She made cruises to the Caribbean in May, June, and July for training and returned to her home port to prepare for her last overseas deployment. *Ault* sailed for the North Atlantic on 2 September 1969 to participate in the NATO exercise, Operation "Peacekeeper." However, her orders were modified on 24 September, and she steamed to the Mediterranean to relieve *Zellars* (DD-777). She remained with the 6th Fleet for a three-month cruise highlighted by her participation

in Operation "Emery Cloth," a British ASW exercise in which *Ault* was the sole representative of the United States Navy. On 4 December, the warship returned home and prepared for Naval Reserve duty. She was designated a Naval Reserve training ship on 1 January 1970, and steamed to Galveston, Tex., on 12 January. There, she relieved *Haynsworth* (DD-700) as training ship for Houston naval reservists.

Ault spent the next three years making training cruises in the Gulf of Mexico and in the Caribbean. On 1 May 1973, she departed Galveston for her last cruise, a voyage to Mayport for inactivation. The destroyer was decommissioned on 16 July 1973, ending a career of 29 years service. Struck from the Navy list on 1 September 1973, *Ault* was sold to the Boston Metals Company, Baltimore, Md., and subsequently scrapped.

Ault earned five battle stars during World War II and two during her operations in Vietnam.

Aultman, General D.E., see *General D.E. Aultman* (AP-156).

Auman, Joseph M., see *Joseph M. Auman* (APD-117).

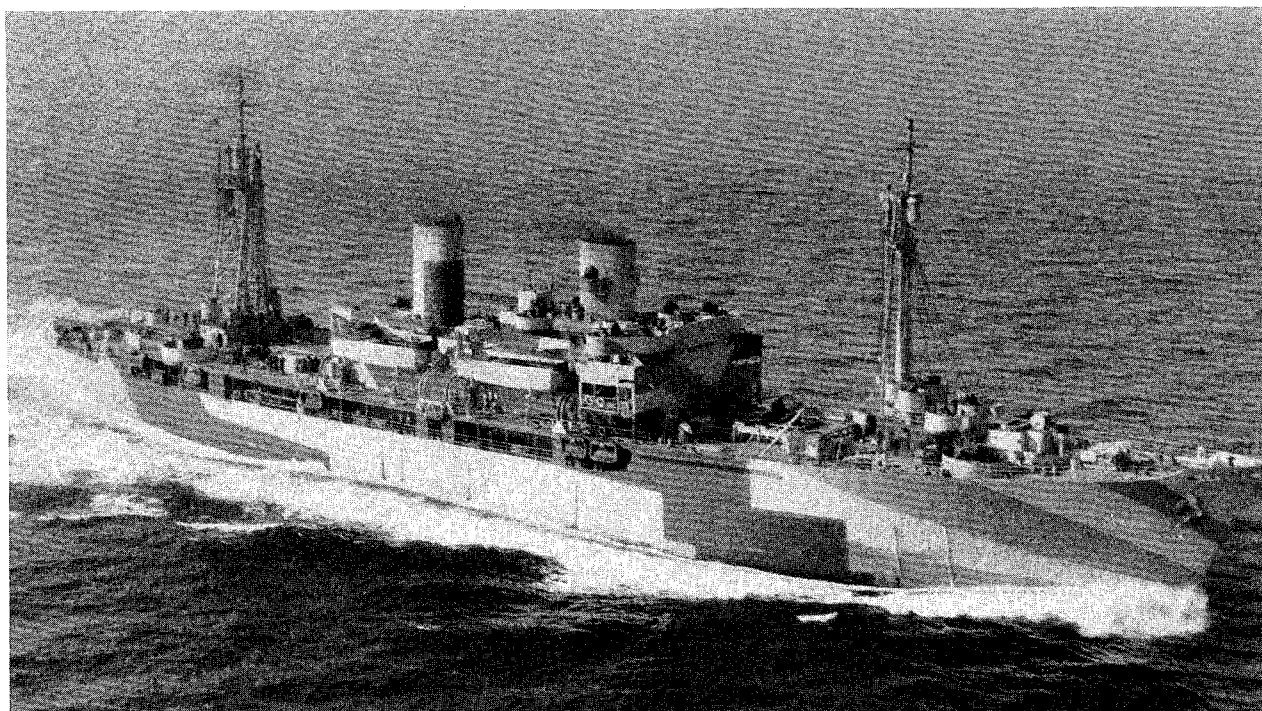
Aurelia

Minor planet number 419, discovered in 1896 by the German astronomer, Max Wolf.

(AKA-23: dp. 7,080; l. 426'; b. 58'; dr. 16'; s. 16.9 k.; cpl. 303; a. 1 5", 8 40mm., 10 20mm.; cl. *Artemis*; T. S4-SE2-BE1)

Aurelia (AKA-23) was laid down under a Maritime Commission contract (MC hull 1884) on 5 February 1944 at Providence, R.I., by the Walsh-Kaiser Co.; launched on 4 July 1944; sponsored by Mrs. Roy P. Mills; and acquired and commissioned on 14 October 1944, Lt. Comdr. E. G. MacMurdy in command.

In early November 1944, the attack cargo ship got underway for shakedown training in the Chesapeake Bay. She arrived at Norfolk, Va., on the 23d to embark troops and load cargo, sailed on the 28th for Hawaii—via the Panama Canal—and reached Pearl Harbor on 17 December.



Aurelia (AKA-23) underway off the East Coast of the United States, 24 October 1944. (80-G-289732)

Aurelia got underway on 5 January 1945 to carry troops and cargo to Eniwetok and Guam. She returned to Hawaii on 5 February to embark more troops. On the 13th, the ship sailed, via Eniwetok, for the Philippines. She dropped anchor at Leyte on 4 March and began unloading her cargo the next day. On 6 March, she embarked combat troops scheduled to assault Okinawa and got underway for training maneuvers. Three weeks later, the attack cargo ship headed for the Ryukyus. On 1 April, D day for the landings on Okinawa, she entered the transport area and began lowering her boats. *Aurelia* continued to operate in that embattled area until 14 April when she headed for Saipan. On the 16th, she continued on toward Hawaii. After a four-day stay in Pearl Harbor, the ship sailed for the California coast and arrived at Alameda on 12 May.

The vessel moved to San Diego on 7 June for amphibious training exercises. She began loading her cargo at San Pedro on 24 June and put to sea on the 30th. *Aurelia* reached Pearl Harbor on 6 July and, 10 days later, sailed for Saipan, via Eniwetok. She returned to Pearl Harbor on 12 August. While she was in port there, word of Japan's capitulation on 15 August reached the ship. *Aurelia* embarked marines slated for occupation duty and got underway on 1 September for Japan. The ship debarked her passengers at Sasebo and sailed on 26 September for the Philippines to pick up Army troops and equipment for transportation to Sasebo.

The vessel reached Sasebo on 21 October and was then assigned to the Magic-Carpet fleet. She received on board Marine Corps personnel for passage back to the United States and delivered them to San Francisco on 13 November. She stood out to sea on the 29th for her last round-trip voyage to the Orient, embarked another contingent of veterans in Japan, and arrived back in San Francisco on 16 January 1946.

On 24 January, *Aurelia* sailed, via the Panama Canal, for the gulf coast. She reached New Orleans, La., on 7 February and was decommissioned at Orange, Tex., on 14 March 1946. The ship was then transferred to the Maritime Commission, and her name was struck from the Navy list on 19 June 1946.

Aurelia earned one battle star for World War II service.

Auriga

A constellation located between sister constellations Perseus and Gemini.

(AK-98: dp. 12,875; l. 416'; b. 60'; dr. 27'7"; s. 14.7 k.; cpl. 258; a. 1 5", 1 3", 8 20mm.; cl. *Auriga*; T. C1B)

Alcoa Partner was laid down under a Maritime Commission contract (MC hull 493) on 9 June 1942 at Wilmington, Calif., by the Consolidated Steel Corp.; launched on 7 September 1942; sponsored by Dorothea Rasmussen Kunkel; acquired by the Navy on 16 March 1943; converted for naval service as a cargo ship by the Matson Navigation Co.; renamed *Auriga* on 29 March 1943 and designated AK-98; and placed in commission at San Francisco, Calif., on 1 April 1943, Lt. Comdr. John G. Hart in command.

Upon her commissioning, the cargo ship was assigned to the Naval Transportation Service. When the conversion work had been completed, she got underway on 6 June for Port Hueneme, Calif., to load cargo and departed the west coast on 14 April, bound for the Fiji Islands. The vessel reached Viti Levu, Fiji Islands, on 3 May and began discharging cargo. Unloading was completed on the 28th, and she then reversed her course and proceeded back to the west coast of the United States. Upon her arrival in San Francisco, the ship entered a shipyard for repair work which was completed by early July when *Auriga* moved to Alameda, Calif., to load equipment and supplies for transportation to New Caledonia.

The vessel put out to sea on 19 July and, upon her arrival at Noumea on 7 August, unloaded her cargo. She completed this task on 21 August and sailed once more for the Fijis. The ship touched at Suva on the 24th; discharged equipment and supplies; and, three days later, began the voyage back to the United States. She arrived at San Francisco on 13 September, reloaded her holds, and moved to San Diego. On 1 October she stood out to sea, bound for the Ellice Islands.

Auriga reached Funafuti on the 16th but, the next day, moved on to Wallis Island, Samoa, and remained in port there through 12 November. She then returned to Funafuti, where she carried

out cargo operations into January 1944. On the 17th, the vessel got underway for Tarawa, Gilbert Islands, and spent the next week unloading cargo despite frequent enemy bombing attacks. She departed the Gilberts on the 24th and headed for Hawaii.

The ship moored at Pearl Harbor on 1 February and unloaded all her cargo before entering the navy yard there for repairs and alterations. On the 22d, *Auriga* moved to Honolulu for loading operations and got underway on the 29th for Eniwetok. She reached her destination on 11 March and began sending cargo and fresh water to various small craft. The ship took on Army equipment and got underway for Kwajalein on 8 April. The ship anchored off Kwajalein on the 10th and sailed two days later for Hawaii.

Shortly after returning to Pearl Harbor, *Auriga* was slated to take part in the invasion of Saipan in the Marianas. The vessel began taking on Army combat vehicles, ammunition, heavy artillery, and other supplies and embarked troops. On the morning of 1 June, the ship sortied with Task Group (TG) 51.18. After a pause at Kwajalein to refuel, TG 58.18 arrived off Saipan on the 16th; and *Auriga* began debarking troops and equipment. The next day, the ship retired from Saipan and, during the next eight days, steamed with various task groups while awaiting orders to return to waters off that embattled island.

On 25 June, *Auriga* touched at Saipan and began unloading operations. Despite enemy air harassment, she completed the process on the 28th and left the area. She anchored at Eniwetok and remained there nearly one month. The ship weighed anchor on the 27th and set a course for Pearl Harbor. After her arrival there on 3 August, the ship entered the navy yard for repairs and alterations.

On the 31st, *Auriga* sailed for Hilo, Hawaii, where she embarked marines, combat equipment, and ammunition. The ship headed back toward Pearl Harbor on 6 September and got underway again on the 15th, bound for Eniwetok. After briefly touching there, the cargo ship was routed on to Manus Island, Admiralties, a staging point for the invasion of the Philippine Islands. She left Manus on 14 October and, six days later, anchored in Leyte Gulf and commenced discharging cargo ashore.

Still off the beachhead on 25 October, *Auriga* underwent a Japanese air attack during which her commanding officer and four other crew members were wounded. The next day, she set a course for Peleliu in the Palaus. After a one-day stop there, the vessel proceeded to Hollandia, New Guinea.

Following a brief period in port, *Auriga* was assigned to a reinforcement group bound for Biak, Schouten Islands. Upon her arrival there, she began loading a cargo of vehicles and Army Air Corps equipment. She got underway on 14 November to return to Leyte. The vessel arrived in Leyte Gulf four days later and began sending her cargo ashore. In spite of heavy enemy air activity, *Auriga* completed her task on the 19th and left that evening to return to Hollandia.

The attack cargo ship remained there for a week before being ordered to Aitape, New Guinea, to take on equipment, ammunition, and Army troops. She got underway on 28 December and set a course for the Philippine Islands and the invasion of Luzon. *Auriga* was assigned to TG 78.5 whose ships reached Lingayen Gulf on 9 January 1945 and began unloading operations shortly after their arrival. Three days later, her holds were empty, and she sailed for Leyte.

While at Leyte, the cargo vessel was ordered to begin preparations for another assault on Luzon in the San Felipe-San Narcisco area. *Auriga* got underway for this operation on 26 January and arrived off the west coast of Luzon on the 29th. The unopposed landing was completed on the 31st, and the ship returned to Leyte where she remained in upkeep into March.

On 13 March, *Auriga* began taking on cargo, and she got underway on the 27th. She entered Ulithi Lagoon three days later, awaited further orders, and set sail on 7 April for Okinawa. The vessel anchored off Hagushi beach on the 11th and immediately encountered stiff enemy air opposition, but managed to discharge all of her passengers and cargo by the morning of the 17th. Two days later, she left Okinawa and returned to Ulithi.

The ship paused there to refuel and to embark passengers for transportation to the United States. She got underway for home on 25 April, sailed into San Francisco Bay on 12 May, and shortly thereafter entered a shipyard for alterations and repairs. Her repairs and shakedown were completed on 26 June, and she